

IN THE CLAIMS:

The text of all pending claims, (including withdrawn claims) is set forth below. Cancelled and not entered claims are indicated with claim number and status only. The claims as listed below show added text with underlining and deleted text with ~~strikethrough~~. The status of each claim is indicated with one of (original), (currently amended), (cancelled), (withdrawn), (new), (previously presented), or (not entered).

Please AMEND claims 1-7 and ADD new claims 8-10 in accordance with the following:

1. (currently amended) A multi-throttle apparatus comprising:
 - a first throttle body that defines a plurality of intake passages corresponding to arranged cylinders on one side of a V-type engine respectively; and
 - a second throttle body that defines a plurality of intake passages corresponding to arranged cylinders on the other side thereof respectively;
 - a plurality of throttle valves disposed respectively in said plurality of intake passages;
 - a first throttle shaft that supports said plurality of throttle valves disposed in said first throttle body to be simultaneously opened/closed;
 - a second throttle shaft that supports said plurality of throttle valves disposed in said second throttle body to be simultaneously opened/closed;
 - a drive means that for rotatably drives driving said first throttle shaft and said second throttle shaft; and
 - a return spring that returns said throttle valves to a predetermined angular position, characterized in that:
 - wherein said drive means comprises a motor disposed between said first throttle shaft and said second throttle shaft, and a gear train that transmits a driving force of said motor to said first throttle shaft and second throttle shaft, and
 - said first throttle body and said second throttle body include bearings which respectively support said first throttle shaft and said second throttle shaft in mutual intervals between said plurality of intake passages.

2. (currently amended) The multi-throttle apparatus according to claim 1, characterized in that wherein said gear train is disposed on ends on the same side of said first throttle shaft and said second throttle shaft.

3. (currently amended) The multi-throttle apparatus according to claim 1, characterized in that wherein said gear train comprises a gear train that transmits the driving force of said motor to one end of said first throttle shaft, and a gear train that interlocks said second throttle shaft with said first throttle shaft on the other end of said first throttle shaft.

4. (currently amended) The multi-throttle apparatus according to claim 1, 2 or 3, wherein any one of claims 1 to 3, characterized in that:

 said throttle body comprises a plurality of throttle bodies that respectively define said plurality of intake passages, and are connected to each other in the direction in which said throttle shaft extends, and

 said plurality of throttle bodies comprise an engagement section that engages said bearing.

5. (currently amended) The multi-throttle apparatus according to claim 4, wherein characterized in that said plurality of throttle bodies are connected with each other via a spacer that adjusts the mutual separated distance.

6. (currently amended) The multi-throttle apparatus according to claim 5, wherein characterized in that said spacer is formed so as to fix said bearing to said throttle body.

7. (currently amended) The multi-throttle apparatus according to claim 1 or 2, wherein any one of claims 1 to 6, characterized in that said plurality of throttle valves are formed such that the cross section thereof tapers off to the tip thereof as departed from the rotation center.

8. (new) The multi-throttle apparatus according to claim 4, wherein said plurality of throttle valves are formed such that the cross section thereof tapers off to the tip thereof as departed from the rotation center.

9. (new) The multi-throttle apparatus according to claim 5, wherein said plurality of throttle valves are formed such that the cross section thereof tapers off to the tip thereof as departed from the rotation center.

10. (new) The multi-throttle apparatus according to claim 6, wherein said plurality of throttle valves are formed such that the cross section thereof tapers off to the tip thereof as departed from the rotation center.